

## CHAPTER 2: COMMUNITY PROFILE

The San Rafael *General Plan 2020* identifies the Canal Neighborhood, shown in Figure 1, as the area of San Rafael south of the Canal waterway and east of Highway 101/Interstate 580. Including both residential land uses and nonresidential development, this area accounts for 15% of the City's jobs and is one of the City's most densely populated neighborhoods. The residential area located to the north of Bellam Blvd. is the focus, or study area, of this community-based planning effort. This chapter summarizes the results of the existing conditions analysis found in Memorandum #1 - Existing Conditions Summary which is included in Appendix A of this Plan.

### KEY FINDINGS

Through the existing conditions analysis of the community, it was possible to paint a picture of what it is like to live, work and travel in the Canal Neighborhood. The following key findings were compiled from review of general community characteristics, socio-economic demographics, and previous plans and studies.

- The Canal Neighborhood is physically isolated from other parts of San Rafael by the Canal waterway and the Highway 101/Interstate 580 freeways.
- There are limited shopping, education or health services available within the Canal Neighborhood; travel to other locations for these services is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections.
- Canal residents make up 20 percent of San Rafael's population; they are predominately immigrants (70% Hispanic) and typically speak a language other than English at home.
- Compared with San Rafael and Marin County, Canal residents are younger, household and family sizes are larger and household incomes are smaller.
- Most housing in the Canal Neighborhood is renter-occupied and the population is more transient than in other parts of San Rafael and Marin County.
- Canal residents own fewer cars and ride transit more frequently than other residents of San Rafael and Marin County.
- Bus routes 35 and 36 which serve the Canal Neighborhood are the most heavily used routes in Marin County.
- In previous outreach efforts, the community said that better connections were needed to other parts of San Rafael, that the bus service should be improved, and that it should be safer to walk and ride a bike in the neighborhood. Francisco Blvd. East and Bellam Blvd. were of particular concern for bicycling and walking with high speed traffic, heavy traffic volumes and narrow travel lanes. Freeway on and off-ramps are an additional hazard when bicycling on Bellam Blvd.
- Upcoming transportation improvements for the Canal Neighborhood include bus service improvements to be implemented in September 2006 and major streetscape improvements by the City of San Rafael on Medway Road between Francisco Blvd. East and Canal Street.

### LAND USE

The study area is predominately residential comprised of large apartment buildings, condominium complexes, townhomes, duplexes, and, to a lesser extent, single-family homes. The Canal Neighborhood is one of the City's most densely populated communities. The study area is bounded by industrial and light-industrial/office development to the south of Bellam Blvd. and general commercial along Highway 101 and Interstate 580. This surrounding area provides approximately 15% of the City's jobs and is a major location for auto-related, manufacturing, and building services land uses within the City.

The neighborhood has outstanding natural features including the San Rafael Canal, for which the neighborhood is named. The Canal waterway reaches from San Rafael Bay to Downtown San Rafael and forms the northern edge of the neighborhood. Other natural features are the two-mile long Jean and John Starkweather Shoreline Park along the bayfront featuring a segment of the Bay Trail, regionally important wetlands, and the San Quentin Ridge hillside. Parks and schools include Pickleweed Park and Bahia Vista Elementary School. The Pickleweed Community Center was recently expanded and renovated. It now includes a library and learning center, gymnasium, computer lab, art room, teen room, classrooms, café, lounge and outdoor plazas. The new Bahia Vista Elementary School is under construction and expected to open for classes in Fall 2006.

There are very few vacant sites in the Canal Neighborhood, and most new investment in the community is through remodeling or redevelopment. Upcoming projects in the neighborhood include:

- Extended Stay Hotel, 1775 Francisco Blvd. East: under construction;
- New Marin Dodge facility, Francisco Blvd. East: under review;
- Faskin offices, Morpheus: under construction;
- Toyota Marin remodel, Francisco Blvd. East: under construction; and
- Marin County Health and Wellness Center, Bellam Blvd. and Kerner Blvd. (former ILM buildings): under design.

### Destinations

Currently, Canal Neighborhood residents most often travel outside the neighborhood for jobs, shopping, school, medical/dental services and recreation. The most popular destinations within and surrounding the neighborhood are shown on Figure 2.

### Schools Serving the Neighborhood

Students in the Canal Neighborhood attend Bahia Vista Elementary School, San Pedro Elementary School, Davidson Middle School and San Rafael High School. Bahia Vista Elementary is the only campus actually located within the neighborhood. School bus service is provided for Canal students to San Pedro Elementary and Davidson Middle School. Students take regular public transit (Routes 35/36) to San Rafael High School. Location of schools serving Canal students can be found on Figure 3. Enrollment for the 2005-2006 school year was:

- Bahia Vista Elementary - 394 students
- San Pedro Elementary - 364 students
- Davidson Middle School - 931 students
- San Rafael High School - 1,009

## **SOCIO-ECONOMIC CHARACTERISTICS**

The Canal Neighborhood is contained entirely within Census Tract 1122 in the City of San Rafael. As such, it is possible to provide a socio-economic picture of the population based upon Census 2000 data. This analysis includes description of age, ethnic, economic, employment and travel characteristics of the community with comparisons to the City of San Rafael and Marin County.

### **Population**

According to Census 2000, the population of the Canal Neighborhood is 11,679. This represents 23% of the total population of San Rafael, the largest city in Marin County. Of the total population, there are a higher percentage of males in the Canal Neighborhood (56%) than found in San Rafael (49%) and Marin County (49%). In addition, the population of the Canal Neighborhood is generally younger than that found in other locations of Marin County. In fact, the percentage of Canal residents within the 15-24 year age group is almost twice that living in San Rafael or the County as a whole. Conversely, the percentage of seniors in the Canal is approximately one-third of that found in the rest of Marin County.

### **Ethnicity and Language**

The Canal Neighborhood has a significant Hispanic population (70%) in comparison to the population of San Rafael and Marin County. Spanish is the most prevalent language spoken at home (67%), and more than half of the population speaks English less than “very well.”

### **Place of Birth and Residence**

Foreign born residents make up a large percentage of the population of the Canal Neighborhood. Over 60% of Canal residents were born in another country, with nearly 22% immigrating to the United States since 1995. These percentages are more than twice what is found in San Rafael and Marin County. The neighborhood is an entry point for people immigrating and serves as home while they find work and another place to live. Most (78%) Canal residents have been in California for at least five years and move more frequently than other Marin County residents. It should be noted that, compared with the 1990 census, the percentage of Canal residents who lived in the same home in the previous five years increased from 27% in 1985 to 39% in 1995, reflecting an increased tendency for residents to stay in the neighborhood.

### **Households**

The Canal Neighborhood has a significantly larger average household size (more than 50% larger) than that found in the rest of San Rafael and the County. In addition, family sizes are larger with almost four people per family compared to the three-person families typical for Marin County. Households in the Canal are also much more likely to be family households with children.

### **Income and Poverty Level**

Canal residents have lower household incomes and higher poverty levels than either San Rafael or Marin County as a whole. The median income for the Canal Neighborhood in 2000 was \$40,685 compared to \$60,994 and \$71,306 for San Rafael and the County, respectively. Of households in the Canal Neighborhood, 15% are below poverty level compared to less than 8% for the rest of the County.

### **Household Tenure and Costs**

Nearly three-quarters of the units in the Canal are renter-occupied compared to the one-half and one-third for San Rafael and Marin, respectively. Rental units tend to have a higher turnover as residents move for better jobs or housing or to purchase a home. An overwhelming 86% of Canal families have lived in their

homes for less than 10 years. In contrast, families in San Rafael and Marin County have lived in the same homes for a longer time with 10% of these residents having lived in the same home for more than 30 years. An indicator of economic health is the ability to afford housing. Households that pay less than 30% of their monthly income for housing are considered to have 'affordable' housing; households that pay 30% or more for housing are 'overpaying' for housing based on income. The data shows that more than one-half of Canal rental households pay 30% or more of their monthly income for housing with over one-quarter paying more than 50%.

As noted above, only one-quarter of housing in the Canal is owner-occupied. The high cost of housing is problematic for home-owners as well as for renters with almost one-half of homeowners paying more than 30% of their monthly income for housing. This 'overpaying' for housing is not restricted to the Canal Neighborhood. In San Rafael and Marin County, approximately one-third of homeowners pay 30% or more of their income towards housing costs.

### Disability Profile

The percentage of disabled population in the Canal Neighborhood within the age group 5 years and older is more than twice that found in the County as a whole. The highest concentration of disabled population is found within the 16 to 64 year age group. Those with a disability in the Canal Neighborhood are less likely to be employed but are more likely to travel outside the home.

### Employment

The population of Canal residents 16 years and older has a lower percentage counted as part of the traditional labor force compared with the rest of Marin County. Of those within the labor force, the Canal Neighborhood has a slightly higher rate of reported unemployment than that found elsewhere in the City or County. More than one-third of Canal residents are employed in service occupations: food service, building and grounds cleaning and maintenance.

### Travel to Work/Vehicle Availability

When asked how they travel to work, the Census asks that people who used different means of transportation on different days of the week specify the one they used most often. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Thus, the following information does not include workers who have commutes involving more than one method, such as walking or bicycling to meet a carpool or catch a bus.

Although a high percentage (44%) of Canal workers drove alone, this percentage is much lower than the more than 60% reported for San Rafael and Marin County. In the Canal Neighborhood, the use of public transit and walking is almost twice that of the same modes in the rest of Marin County. In part, the popularity of carpooling, transit, walking and bicycling in the Canal Neighborhood may be correlated to vehicle availability. The percentage of households with no car available in the Canal (15%) is significantly higher than households in San Rafael or Marin County (7% and 5%, respectively).

Where people work will affect how long it takes to make the commute trip. Approximately 40% of Canal residents work within San Rafael, 40% commute to other locations in Marin County, and the remainder (20%) travel to locations outside the County. Travel time to work refers to the total number of minutes that it usually took the person to get from home to work each day including time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work. More than a third of workers in the Canal commute between 30 and 60 minutes, and few residents have a commute of less than 20 minutes. The majority of workers in San Rafael and Marin County, as a whole, have a commute between 10 and 30 minutes.

## TRANSPORTATION

### Roadway Network

Regional access to the Canal Neighborhood is available via the Highway 101 and Interstate 580 freeways. Highway 101 is the primary transportation facility for the San Francisco, Marin and Sonoma County corridor. Interstate 580 provides an east-west connection over the San Rafael-Richmond Bridge to the East Bay. Access to the freeways is available from the Bellam Blvd. interchange in the Canal Neighborhood and from Irwin and Hetherton Streets in Downtown San Rafael.

Local street connections between the Canal Neighborhood and the rest of the City of San Rafael are limited by the constraints of the Canal waterway, Highway 101 and Interstate 580. Vehicle access is available at three locations: Francisco Blvd. East/Grand Avenue to the north, Bellam Blvd./Andersen Drive to the west and Francisco Blvd. East/San Quentin Village Road (not in City) to the south. Major arterials in the neighborhood include Bellam Blvd., Andersen Drive, Francisco Blvd. East, Canal Street and Kerner Blvd.

### Transit

Transit service in Marin County is available for both regional and local trips. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or the trip that begins and ends within Marin County is the responsibility of the Marin County Transit District (MCTD). MCTD contracts with Golden Gate Transit for local bus service within Marin County, and the Canal Neighborhood.

The San Rafael Transit Center is a regional transit hub, providing coordinated/timed bus connections between local bus routes and regional bus service to San Francisco, Sonoma and Contra Costa Counties. Airporter service to both San Francisco and Oakland Airports, taxi service, Marin County Health and Human Services County Shuttle Connection and limited bicycle parking are also available at the Transit Center.

On September 10, 2006, MCTD initiated transit service changes many of which improved transit access for the Canal Neighborhood. These service modifications come after a long and comprehensive process studying route alternatives, cost and funding strategies and extensive public involvement. These changes are described in more detail in Chapter 5. Service changes that most affect Canal residents include:

- Increased frequency and capacity of transit service in Canal
- Direct service from Canal to destinations on Lower Sir Francis Drake
- Direct service from Canal to Mill Valley
- More convenient service to Fairfax
- Direct service to destinations in northern San Rafael

Local bus service in the Canal Neighborhood is available on Routes 35 and 36. These two routes are basically identical providing connection to the San Rafael Bettini Transportation Center (San Rafael Transit Center); Route 36, however, continues further south to Marin City. The Canal Neighborhood factors heavily in the population served by transit in Marin County. In fact, the “typical” existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives

in the Canal area, and needs to transfer at least once to get to his or her destination.<sup>1</sup> Routes 35 and 36 and location of bus stops are shown in Figure 3.

### ***Route 35***

Route 35 provides an important link between the Canal Neighborhood and the San Rafael Transit Center where transfers can be made to other local and/or regional routes. Route 35 operates 7 days a week at approximately 30-minute headways. Service hours and bus frequencies are essentially the same for both weekdays and weekends with service from approximately 5 AM to 11 PM. Route 35 is included on the Lifeline Transportation Network as designated by MTC. The Lifeline Transportation Network<sup>2</sup> identifies which public transit services are most vital to disadvantaged neighborhoods. Route 35 was selected because it serves a cluster of households participating in the CalWORKs Program for moving people from welfare to work. In addition, Route 35 serves as a trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways.

Background surveys for the MCTD *Short-Range Transit Plan*<sup>3</sup> provide significant detail about route operation and rider demographics. The analysis shows that:

- Route 35 is the most heavily used route in Marin County;
- Riders come from all segments of the population but are more likely to be working age adults than students;
- Riders have the lowest incomes in the system and have the lowest proportion of auto ownership compared to riders on other routes;
- Most riders use the system very frequently and there is little difference between weekday and weekend demand;
- Respondents used the Spanish language survey more than any other route;
- Boardings/alightings are distributed throughout the Canal loop;
- Scheduling problems are more the result of early operation rather than delays in service; and
- Route 35 is heavily reliant on transfers at the San Rafael Transit Center.

### ***Route 36***

Route 36 operates primarily during peak hours extending the coverage of Route 35 to include Marin City. Route 36 is intended to supplement Route 35 service by providing extra frequency during peak times between the Canal Neighborhood and San Rafael Transit Center. Between 6 AM to 10 AM and 3 PM to 7 PM, Route 36 provides Canal residents with a faster routing to destinations to the south. When Route 36 is not operating, these same trips can be made using Route 35 with a transfer in San Rafael. Route 36 operates during approximately the same service hours and frequency on the weekends as it does during weekdays. Findings of the MCTD *Short-Range Transit Plan* concerning route operation and rider demographics for Route 36 include:

- Route 36 is among the most productive lines in the system with 36 boardings per hour;
- Ridership is dominated by working age adults employed full to part-time;
- Most riders use the system very frequently and have among the lowest incomes in the system;

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<sup>1</sup> Marin County Congestion Management Agency, *Marin Bus Transit Futures: Improving Local Transit Choices*, February 2001.

<sup>2</sup> Metropolitan Transportation Commission, *Lifeline Transportation Network Report*, December 2001.

<sup>3</sup> Marin County Transit District, *Short Range Transit Plan - Line by Line Analysis*, May 2005.

- Riders were more likely than average to use the Spanish language survey; and
- More than half of riders live in a zero-car household and the majority indicated they did not have a car available for this particular trip.

### ***Paratransit***

Paratransit service in the Canal Neighborhood is provided by Whistlestop Wheels which offers door-to-door service to individuals in Marin County who meet the eligibility requirements for service under the American's With Disabilities Act (ADA). Whistlestop Wheels service exceeds the mandated ADA requirements in respect to service area and hours, fare, reservations and providing assistance between the vehicle and front door of the origin/destination.

### ***Future Transit Projects***

**Sonoma Marin Area Rail Transit (SMART)** - For many years, the counties of Marin and Sonoma have considered instituting rail service on the former Northwest Pacific Railroad right-of-way. In the summer of 2006, the SMART Board voted to put a sales tax measure on the November ballot that would fund rail transit service, connecting Cloverdale in Sonoma County to San Rafael, and at a later date, Larkspur. If the sales tax measure passes, the San Rafael Transit Center would also include the Downtown station for the SMART train, providing easier access for Canal residents to Novato and cities in Sonoma. In addition, the SMART sales tax measure would include funding for shuttle service to connect transit riders with businesses in the vicinity of the transit station; therefore, there may be shuttle service connecting the Canal residents with train service.

### **Pedestrian Facilities**

Although most of the streets in the Canal Neighborhood have sidewalks, there are a few locations where sidewalks end or sidewalks are available on only one side of the street. Generally, sidewalks are relatively narrow and the effective sidewalk width is further constrained by poles, street furniture or other obstructions. There are intersections without curb ramps and locations where sidewalks and ramps do not meet ADA requirements. Locations needing pedestrian improvements within the Canal study area were identified in the San Rafael Bicycle and Pedestrian Master Plan<sup>4</sup> and are shown on Figure 4. These locations include:

1. East Francisco Blvd. - Narrow, incomplete, broken and heavily used sidewalks situated next to a busy street with no parking.
2. US 101 at Medway Road - The freeway is a barrier to pedestrians who sometimes run across 6 lanes of traffic to cross the freeway.
3. Canal Bridge - The canal separates bikes and pedestrians from San Rafael High School, Montecito Shopping Center and downtown, and forces them to use busy East Francisco Blvd. (see above).
4. Larkspur Street from Kerner to Canal - There are many pedestrians; uncut bushes obstruct the sidewalk; and only a few cross walks exist.
5. Medway and Canal from East Francisco Blvd. to Novato St. - Narrow street, fast traffic, parked cars, no crosswalks.
6. Belvedere at Alto/Tiburon Streets intersection - No crosswalk. This is an oddly-shaped intersection with lots of cars, bikes, and pedestrians.
7. Bellam and Andersen Drive Intersection - Very busy intersection.
8. Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 East. Francisco Blvd.) - There is a bus stop sign, but no shelter or bus pad here. There is a small business center here and this stop is a link to the Richmond Bridge and Sir Francis Drake Blvd. Sidewalk ends at Bay Park.
9. East Francisco from Pelican Way to the end - No sidewalk.

### *Future Pedestrian Projects*

The **Bicycle and Pedestrian Master Plan** includes recommendations for specific pedestrian projects which involve both physical improvements and programmatic components such as participation in the Safe Routes to School program. Many of the projects will improve conditions for pedestrians including improved or additional roadway crossings, traffic calming, enforcement, street lighting and elimination of travel barriers. Pedestrian improvements for the Canal Neighborhood are:

#### **Priority A Projects**

- East Francisco Blvd. – Improve/construct (widen sidewalks).
- Belvedere at Alto/Tiburon Streets intersection – Add crosswalks.
- Bellam and Andersen Drive Intersection – Add pedestrian signals with push buttons. Add curb cuts on all four corners.

#### **Priority B Projects**

- US 101 at Medway Road – Construct a pedestrian & bicycle overcrossing across the freeway at the location of East Francisco and Medway Road/Louise Street connecting to West Francisco Blvd. (and/or to Andersen Dr.).
- Canal Waterway – Construct a bridge over, or a connection under, the canal for easier pedestrian/bicycle movement.
- Larkspur Street from Kerner to Canal – install traffic calming devices (roundabout & speed bumps) along Larkspur at Larkspur & Canal. Cut brush obstructing the sidewalk. Add a few cross walks.
- Medway and Canal from Francisco Blvd. East to Novato Street – Add crosswalks and more stop signs along Canal and Medway.

#### **Priority C Projects**

- Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) – Complete sidewalk on the east side of the street. Improve the bus stop at 2165 E. Francisco Blvd.
- East Francisco from Pelican Way to the end – Add a sidewalk on the east (non-freeway) side of East Francisco.

The **General Plan 2020** includes the following specific Canal Neighborhood pedestrian improvements:

- Implement Bicycle and Pedestrian Master Plan
- Pedestrian bridge to connect Canal to Andersen Drive/Downtown
- Pedestrian bridge to connect Canal to Montecito Shopping Center

The **Medway/Canal Enhancement Project** includes capital improvements to enhance the ‘main street’ of the Canal Neighborhood. The \$2.3 million project along Medway Road between Francisco Blvd. East and Canal Street will include undergrounding of the utility lines, new sidewalks, landscaping, new street lights, traffic calming, pedestrian amenities, improved signage, and entryway treatments. Construction on the undergrounding project is expected to begin Fall 2006 with streetscape improvements to follow.

The third segment of the **HOV Gap Closure** project will construct a northbound and southbound HOV lane, replacing the 101 southbound to I-580 eastbound connector, re-aligning West Francisco Boulevard, relocating utilities underground and drainage improvements from the Coleman Pedestrian Overcrossing to I-580/101 separation. Construction is scheduled to start March 2006 for completion by December 2008. This work may include improvements for bicycle and pedestrian travel on Francisco Blvd. East or a highway crossing.



## Bicycle Facilities

The City of San Rafael has approximately 6.6 miles of bikeway facilities including 2.7 miles of Class 1 bike paths (off-street) and 3.9 miles of Class 2 bike lanes (striped on-street)<sup>4</sup>. There are currently no Class 3 bike routes (signed on-street) in the City. Existing bicycle facilities in the Canal study area, as shown in Figure 5 include:

- Baypoint Pathway: Class 1 bike path from Bellam Blvd./Playa Del Rey intersection to Spinnaker Point Drive – 0.4 miles.
- Shoreline Park Path and Bay Trail: Class 1 bike path from Pickleweed Park south to Francisco Blvd. near Grange Way – 1.0 mile paved; 0.9 miles unimproved.
- Andersen Drive: Class 2 bike lanes on Andersen Drive from Lindaro Street to Sir Francis Drake Blvd. – 2 miles.
- Bellam Blvd: Class 2 bike lanes on Bellam Blvd. from 24 Bellam Blvd. to Andersen Drive – 0.1 miles.
- Bellam/Playa Del Rey: Class 2 bike lanes on Baypoint Village Drive from Playa Del Rey to Baypoint Drive – 0.1 miles.

### *Future Bicycle Projects*

The **Bicycle and Pedestrian Master Plan** includes the following recommendations for specific bicycle projects in the Canal Neighborhood:

#### Short Term Bicycle Improvements (1-5 years)

| Priority | Segment  |
|----------|--|
| A        | Class 3, Route 32-01, Harbor Drive along Canal St. to the Bay Trail              |
| B        | Bellam Blvd. from Playa Del Rey to Kerner Blvd, Class 2-3, Route 13-05           |
| B        | Bellam Blvd. from Kerner to Highway 580 interchange, Class 2-3, Route 13-07      |
| B        | Bellam Blvd. from Highway 580 interchange to Andersen Dr, Class 2-3, Route 13-09 |

#### Medium Term Bicycle Improvements (1 – 10 years)

| Priority | Segment   |
|----------|---|
| A        | Canal from the Bridge to Harbor Drive, Class 2-3, Route 27-03                         |
| A        | Harbor Drive from Canal St. to Front St., Class 2-3, Route 27-05                      |
| A        | Front St. and Harbor Drive to Medway and Front St, Class 2-3, Route 27-07             |
| A        | Mill St. and Harbor Dr. to Medway Rd, Class 2-3, Route 27-09                          |
| B        | Kerner Blvd. from Bellam to the start of the Kerner Blvd. gap, Class 2-3, Route 15-01 |
| B        | Kerner Blvd. gap to close the gap north of Shoreline, Class 2-3, Route 15-03          |
| B        | Kerner Blvd. from Shoreline Pkwy to Grange Way, Class 2-3, Route 15-05                |
| B        | Grange Way from Kerner Blvd. from Francisco, Class 2-3, Route 15-07                   |
| C        | Francisco Blvd. East from Grand Ave. to Medway, Class 2-3, Route 09-07                |
| C        | Francisco Blvd. East from Medway to Richmond Bridge, Class 2-3, Route 09-09           |

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<sup>4</sup> City of San Rafael *Bicycle and Pedestrian Master Plan*, February 2002.

### Long Term Bicycle Improvements (1 – 20 years)

| Priority | Segment   |
|----------|---|
| A        | NWP Right-of-Way from the Transit Center to the San Rafael southern city limits, Class 1, Route 07-05   |
| A        | NWP Right-of-Way from San Rafael southern city limits through the Larkspur Tunnel, Class 1, Route 07-07 |
| A        | Bridge over the San Rafael Canal from Third St. to Canal St, Class 1, Route 27-01                       |
| A        | Freeway overcrossing from Francisco Blvd. East to Francisco Blvd. West, Class 1, Route 27-13            |
| A        | Medway Rd. To Francisco Blvd. East, Class 2-3, Route 27-11  |
| C        | Bay Trail from Kerner Blvd. to Shoreline Park near Grange Way, Class 1, Route 11-01                     |
| C        | Grange Way from Bay Trail to Francisco Blvd, Class 2-3, Route 11-02                                     |

**The Bicycle and Pedestrian Plan** also includes a list of several countywide ‘gap closure’ and safety projects from the in Marin Countywide Plan (adopted 2001). The ones specific to the Canal Neighborhood are:

**Bellam-Francisco Bicycle/Pedestrian Project (Safety Projects)** - The plan notes that these two corridors have a high number of people who are dependent on walking or bicycling as a primary mode of transportation. Surveys indicated specific problems with school children reaching Davidson Middle School because of the traffic on Bellam Blvd. at the I-580 ramps. Issues for people traveling along Francisco Blvd. East to Montecito Shopping Center are heavy traffic volumes, numerous driveways, and a constrained roadway.

**North/South Greenway** - This project refers to a multi-use path that will follow the flattest and most direct route from the Golden Gate Bridge through San Rafael to the Sonoma County line. The concept of the path was identified in the Marin Countywide Plan and studied further in the Marin County North-South Bikeway Feasibility Study (completed in 1994, not adopted). Since that time, portions of the Greenway have been incorporated as part of other planning efforts including:

- Cal Park Hill Multi Use Pathway - Project to restore the Cal Park Hill Tunnel for bicycle and pedestrian travel and potential passenger rail shared use connecting San Rafael and Larkspur.
- Sonoma-Marin Area Rail Transit (SMART) - 70 mile Class 1 bicycle-pedestrian pathway within or adjacent to the SMART passenger rail corridor from Cloverdale in Sonoma County to Larkspur in Marin County. The Final Environmental Impact Report and Draft Expenditure Plan were released in summer 2006.

**The San Rafael General Plan 2020** includes the following specific Canal Neighborhood pedestrian improvements:

- Implement the Bicycle and Pedestrian Master Plan
- Pedestrian bridge to connect Canal to Andersen Drive/Downtown
- Pedestrian bridge to connect Canal to Montecito Shopping Center